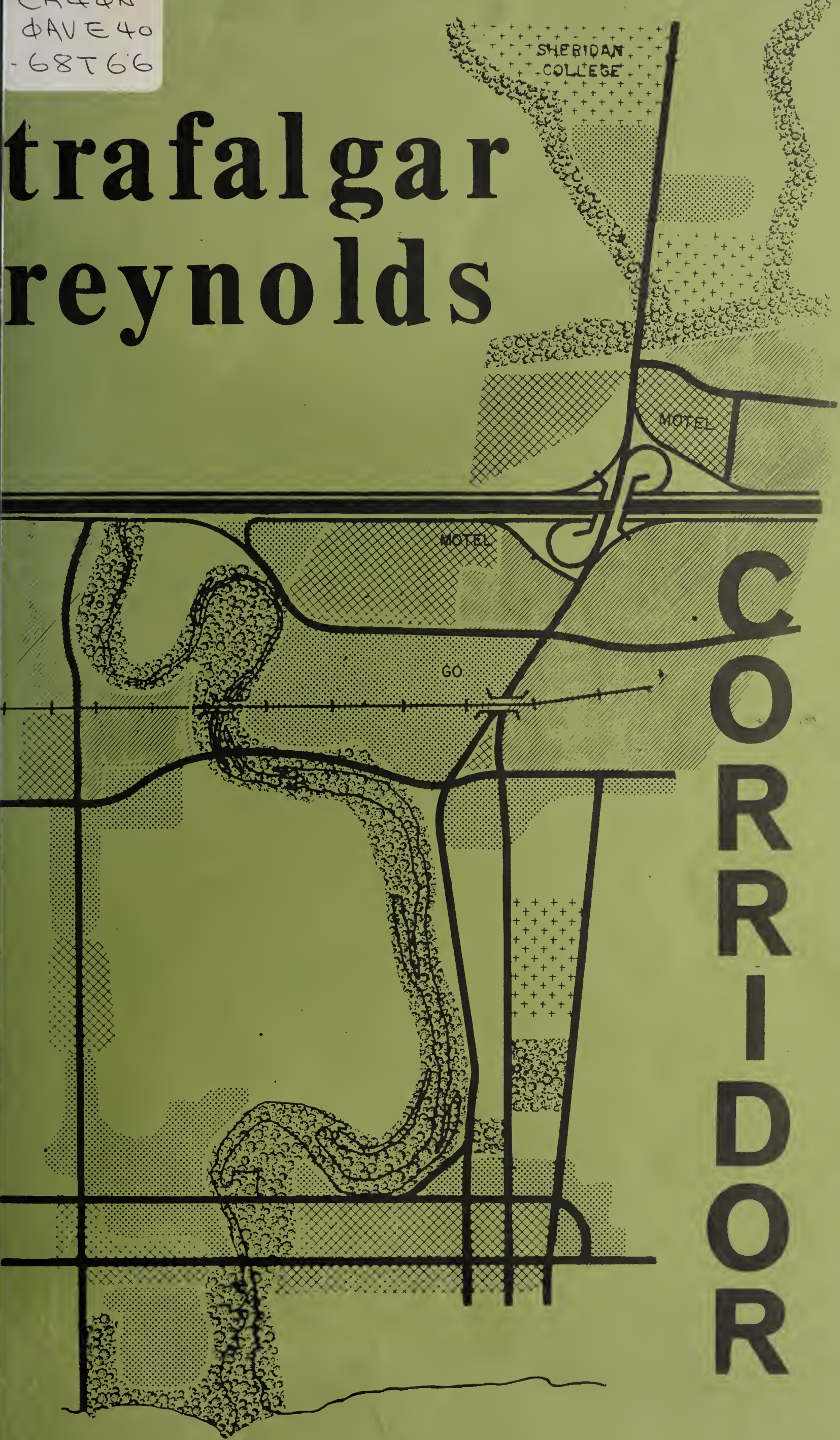


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trafalgar reynolds



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I N T R O D U C T I O N

The Town faces potential land use and development problems in the "Trafalgar-Reynolds" Corridor. The Planning Board acknowledged this situation when dealing with the Medical Arts and Entarea zoning amendment proposals.

The establishment of the GO Transit service and the forecast requirements for widening both of the north-south streets and the construction of Speers-Cornwall can be expected to produce two significant effects: a pressure to permit redevelopment for a higher density of residential use in areas immediately tributary to the station, - and some erosion of the amenities for continued single-family use.

In this context,

1. the industrial area between Cross Avenue and Old Mill Road contains a mixture of different types of use, and many obsolescent or obsolete buildings. It will therefore be a prime target for private redevelopment interest.
2. the Inglehart service commercial area will be seriously influenced by the changes in traffic pattern, and will need rehabilitation.
3. it is questionable whether the residential area north of Spruce Street will be able to withstand the effects of these changes as a viable single-family area.
4. the predominantly single-family area from Spruce Street to George's Square should be acknowledged as a key feature of the community's image, but will certainly be subject to severe pressures.

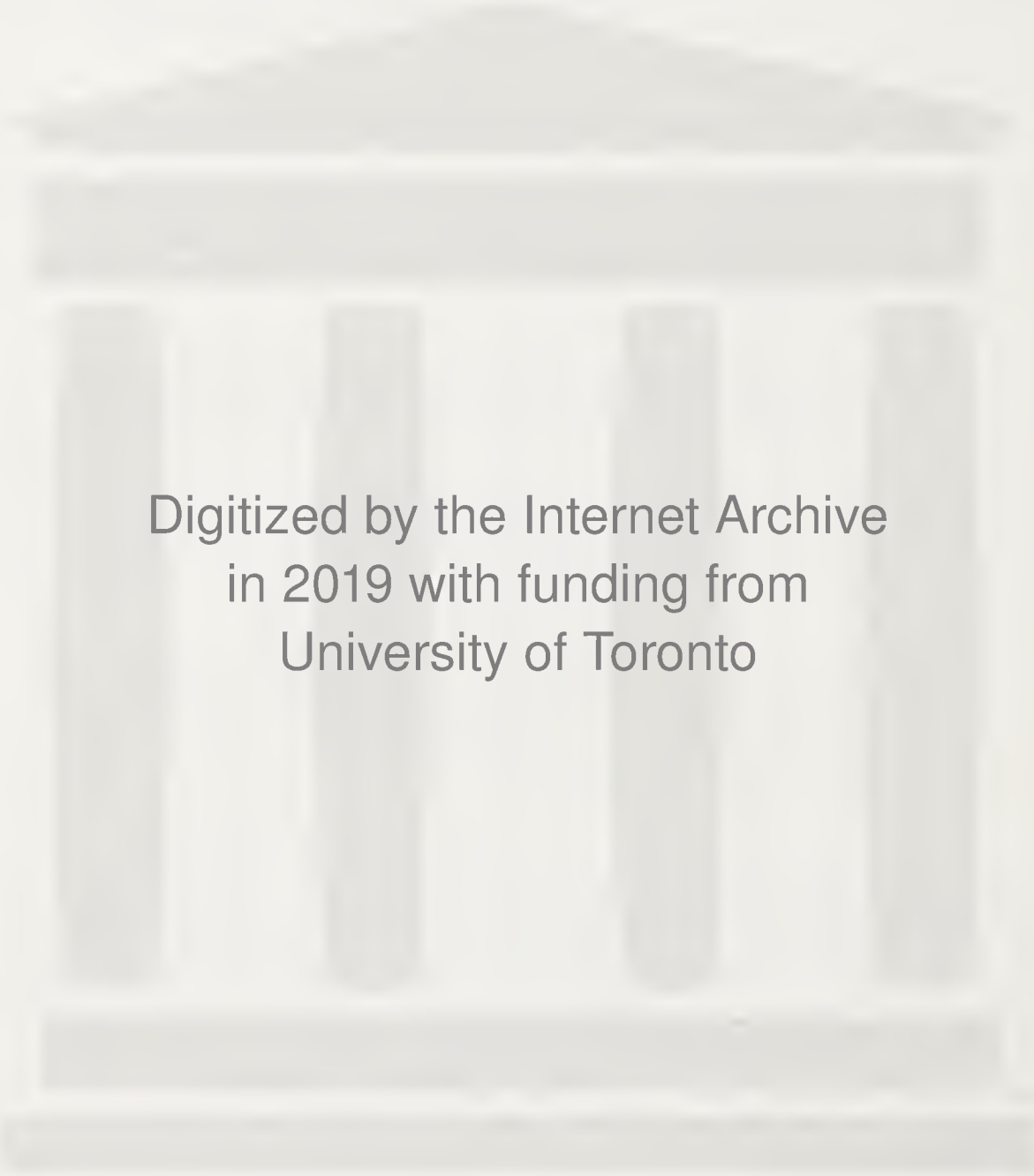
For the most part the anticipated problems necessitating this examination relate to the function of Trafalgar Road and Reynolds Street in combination as *the* north-south arterial route on the east side of The Sixteen. It is patently impractical to substitute Allan Street for Reynolds in this one-way pair, and only in that unlikely event might similar pressures be experienced east of the subject corridor. As a result, no proposals for new policies are submitted for that area.

Part I of this report outlines four basic schemes, each more far reaching than the previous.

Part II describes the recommended Scheme.

Part III deals with staging and implementation.

Part IV summarizes the basic goals.



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PART I

FOUR GRADED DEVELOPMENT SCHEMES

SCHEME A - 'THE STATUS QUO'

1. Effects of Increased Traffic

The three-lane, one-way system may not affect the larger properties on Trafalgar Road. However, those smaller properties on Reynolds St. will lose some privacy. This may be offset by orienting these homes to the larger properties on Trafalgar Road by means of hedges, walls, and the layout of the houses themselves.

The Speers Road extension would mean the changing of Inglehart Street South into a cul-de-sac. The very path of the Speers-Cornwall extension will remove a number of industrial and wholesale uses now intermingled in the northern block and will reinforce the separation of residential from commercial.

2. Increased Demand for Rentals

Prior to the establishment of GO, there was a creeping tendency to convert to multiples in the corridor, particularly in the larger buildings. However, use of the GO service is expanding and it seems reasonable to conclude that an ever-growing number of GO commuters (most of whom will wish to live close to the station and many of whom will seek rental accommodation) will bring considerable pressure on the area for conversion to multiple-type uses.

The northern part of "the corridor" is one of the few areas within easy walking distance of the GO station.

3. Compatibility

Only the northern part of the residential corridor is exposed to conflicting land uses. The area north of Spruce Street may be considered a zone in transition. Such zones in the past have usually exhibited diminishing standards of maintenance. This may not yet be evident to any great extent, but it is to be expected.

Buffer areas to the west include the Sixteen Mile Creek, to the south George's Square, and to the east Wallace Park, O.T.H.S., and the hospital. These features compensate for the loss of amenity due to increased traffic.

The standard of housing on Reynolds in the two blocks between Spruce and Pine is inconsistent with that of the corridor. Improved maintenance, however, could make them quite attractive as lower-middle-income homes. They need not have a detrimental affect on the area.

SCHEME B - 'MULTIPLES BETWEEN SPEERS AND SPRUCE, AND
SOUTH OF WALLACE PARK'

1. Effects of Increased Traffic.

Multiples in the Inglehart Street block should be oriented away from street traffic (i.e. all focus of attention and recreation would be on large, treed, central courts).

Pedestrian access bridges should be provided for GO commuters across Trafalgar Road and for shoppers across Speers.

Retention and redevelopment of the small neighbourhood commercial area north of Speers Road could be quite effective if this development were also pedestrian-oriented away from street traffic.

Multiples immediately south of Wallace Park are seen as uneconomic. The land available for redevelopment in this area is neither as large nor as practical as the Inglehart area. Should GO commuters live here, most would probably use automobiles to drive to the station; thus defeating the objective of reduced vehicular traffic flow.

2. Increased Demand for Rentals

Redevelopment of the Inglehart area could produce a nearly ideal pedestrian-oriented block. Location of multiples here would be excellent for GO commuters.

3. Compatibility

Multiple dwellings of a medium to high density in the Inglehart block would serve as a complementary and reasonable transition from the industrial and commercial uses of the north to the single-family residential uses of the corridor.

SCHEME C - 'APARTMENTS NORTH OF OLD MILL ROAD AND
SOUTH OF CROSS AVENUE'

1. Effects of Increased Traffic

The introduction of high-rise residential use in this existing industrial district would increase pressure on main roads north-south, east-west.

The development of high-rise in this area may take some of the increased GO traffic off Trafalgar Road and Reynolds Street.

A large area of pedestrian access to GO would be made available for commuters, thus reducing the number of automobiles moving to and from the station at rush hours.

2. Increased Demand for Rentals

It seems reasonable that high-rise uses north of Old Mill Road, within walking distance of the GO station will syphon off some of the demand for rentals in the corridor to the south.

3. Compatibility

The railway acts as a barrier to the development of an integrated neighbourhood as it runs through the centre of the potential redevelopment area. This could be alleviated by building over the railway right-of-way.

A development of this magnitude must house its own educational community, and commercial facilities.

The development of a high-rise complex in this area will eliminate a hodge-podge of unsightly mixed land use, thereby protecting against deterioration and improving one of the main entrances to Town.

SCHEME D - 'MULTIPLES THROUGHOUT CORRIDOR'

1. Effects of Increased Traffic

Trafalgar Road and Reynolds Street as transportation routes would be seriously taxed.

2. General Observations

Services would require drastic and expensive expansion.

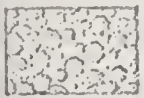
Redevelopment of the land between Spruce and George's Square would be not only expensive but at unacceptable cost to a key feature of the Town's image.

PART II

RECOMMENDED SCHEME

1. Preservation of the historic and attractive character of the corridor between Spruce and Palmer. Homes with small frontages and lots on the Reynolds Street side should be re-oriented to focus inward on the backs of larger lots on Trafalgar. Homes of lesser quality could be redeveloped as small multiple schemes oriented inward in the same manner. If the market for substantial single-family homes in this area is strong these should be developed in keeping with the present theme of the corridor, making use of "atrium" site plans and similar defensive layouts.
2. Sidewalks should be provided *away* from the streets on both Trafalgar and Reynolds. Although lots are shallower on the Reynolds side of the corridor, a sidewalk on the west side of that street will be needed. This sidewalk would also allow those people living in the blocks in question to walk up Reynolds without having to cross the street. Consideration should be given to locating the sidewalk west of the trees and laying it in a meandering alignment.
3. That part of the block immediately south of Wallace Park should be added to the park at such time as the existing houses show signs of doubtful economic future. Perhaps this area would provide a new site for the Curling Club, permitting the present site to be added to park use.
4. The blocks immediately east of George's Square might eventually warrant redevelopment with low-density multiples. It is of the utmost importance that the design of any such development be complementary to the style of those homes now in the corridor. The "old community" flavour of George's Square should be preserved at all costs.
5. As deterioration of the blocks north of Spruce Street centering on Inglehart Street becomes evident, proposals should be entertained for the development of an entire unit of multiples all focusing on a central court. Underground parking would be necessary because of the land assembly costs here, and in order to provide the maximum amenity space for the tenants.
6. Rehabilitation of that part of the neighbourhood shopping area remaining north of the future Speers Road. Pedestrian access to this centre from surrounding residential areas is of the utmost importance. This centre should be so laid out that the proposed parking facilities will not be used as a turn-around for cars on Trafalgar and Reynolds.
7. Removal of all industrial uses in the triangle west of Trafalgar.
8. Apartments north of Old Mill Road comprising approximately eleven towers with a total population of 5,500 persons. All apartments to be oriented toward the 16-Mile Creek and to have underground parking or parking beneath a podium. It is recommended that the development at least partly cover the railway right-of-way, thereby removing the only barrier to a cohesive development scheme. Where uncovered, the railway would be left in a cut between podia. All units will have direct pedestrian access to GO and shopping facilities at Oak Queen and Inglehart.
9. The implementation of the 16-Mile Creek Scheme is essential to all of the above proposals, and special pedestrian access under Speers Road will have to be provided.

LEGEND



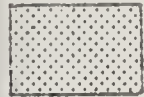
OPEN SPACE



PUBLIC OWNERSHIP



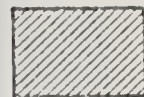
LOW DENSITY RESIDENTIAL



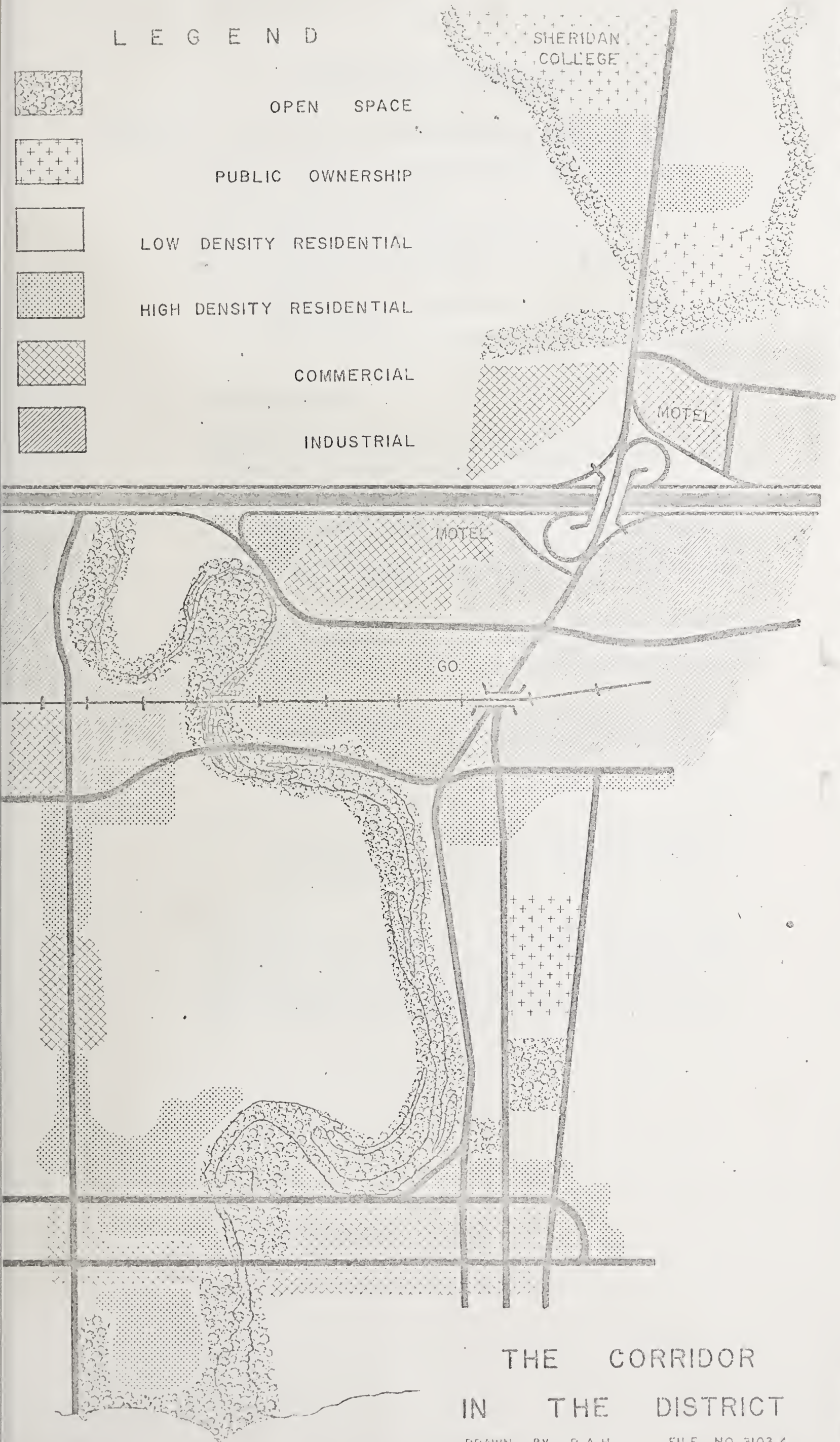
HIGH DENSITY RESIDENTIAL



COMMERCIAL



INDUSTRIAL



THE CORRIDOR
IN THE DISTRICT

PART III

STAGING AND IMPLEMENTATION

STAGE I - 1969-1974: RE-ORIENTATION SOUTH OF SPRUCE

Rehabilitation, rearrangement, or replacement of existing dwellings.

- (a) Upgrading of public frontage.
- (b) Instigating neighbourhood action.
- (c) Permissive amendments for neighbourhood action.
- (d) Formation of neighbourhood improvement association.
- (e) Presentation of proposals to association.

Implementation

Section (b) above refers to the development of neighbourhood action and securing resident participation in the reorientation scheme. In order to ensure an effective and strong neighbourhood association, an outside challenge must be present. This may be the loss of privacy in the subject area resulting from the up-coming institution of the one-way traffic system and the future widening to three lanes of both Trafalgar and Reynolds.

Section (c) above is included as another incentive for neighbourhood action. Three points, in case that may help stimulate action, are the allowance for

- (i) construction on front lot lines of brick fences higher than 5 feet;
- (ii) construction of new dwellings to the lot lines; and
- (iii) conversion of some of the larger homes to multiple uses, even if they do not meet the present requirement of Section 23(1) of the Zoning By-law.

With the Town carrying out the responsibilities of Section (a) above the the added incentive for action of (b) and (c), an effective neighbourhood association may be established. Section (3) above suggests this group attend talks and slide presentations undertaken by the Planning Board.

STAGE II. - 1975-1984: REDEVELOPMENT AND REHABILITATION
NORTH OF SPRUCE

1. Redevelopment of Residential.
2. Rehabilitation of Commercial Area.

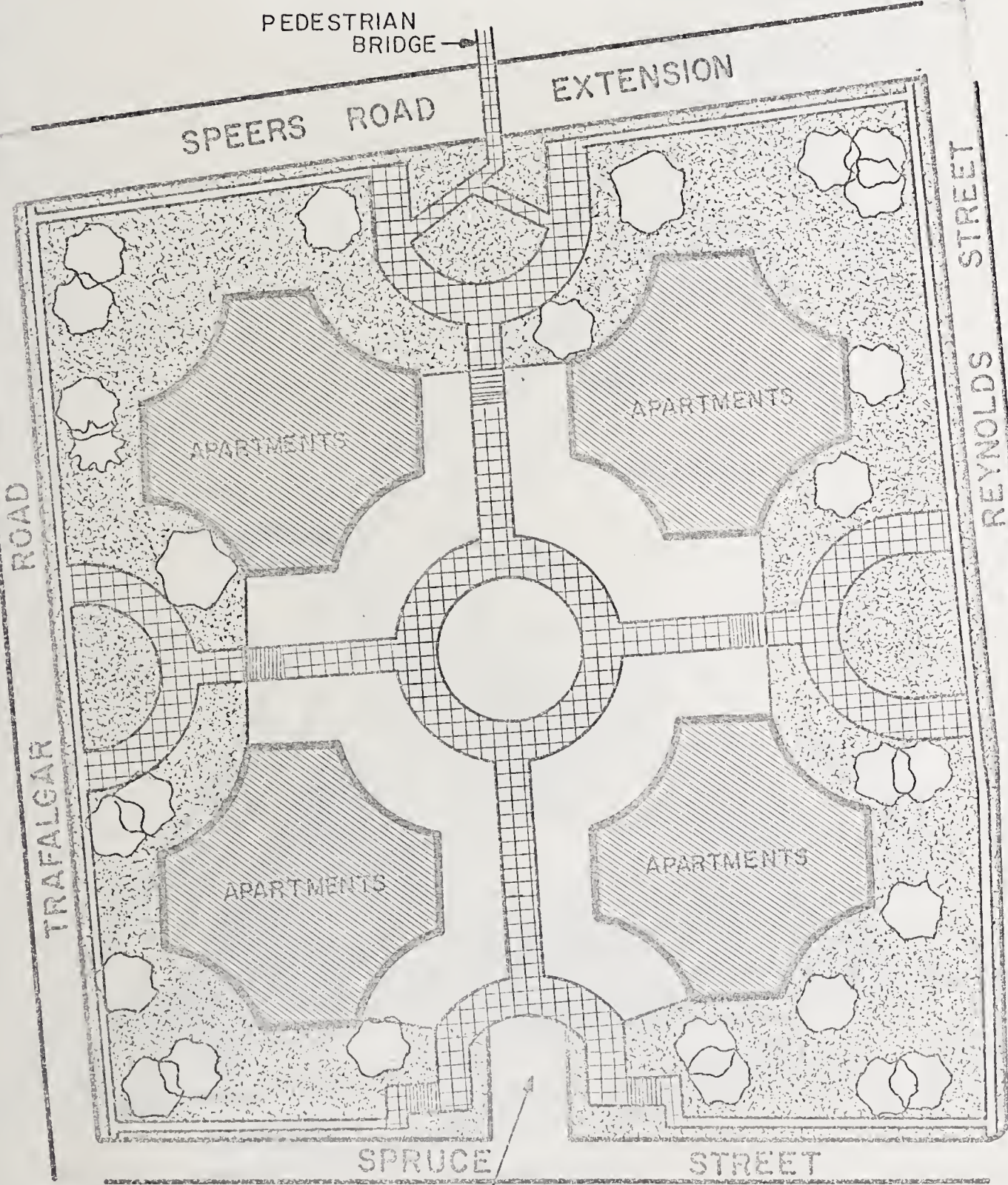
Implementation

One key to the start of Phase II is the completion of the Speers Road Extension. This sharply separates the residential from the commercial. Redevelopment of the residential uses south of Speers and north of Spruce would not necessarily need to be carried out as a single, unified project by one developer, although this might be desirable.

An exchange of lands with Monsanto is of prime importance in the rehabilitation scheme. The acquisition of the land near the present Trafalgar/Reynolds intersection would allow temporary improvements to that intersection. In any event, this piece of property is necessary for the extension of Reynolds and the construction of the second subway.

Section 2 refers to the closing of the remainder of Inglehart and the development of a neighbourhood shopping area around an open or partially protected mall area. Some of the existing structures in this commercial area could be face-lifted and employed in a manner in keeping with the historical character of Trafalgar Road. This operation could be carried out jointly by the owners, the Town and private developers. As an incentive for action, the Town might offer the triangle of land acquired from Monsanto as a future parking lot site. In this connection too, it should be noted that the design of the residential redevelopment project should exhibit a sensitivity to this historical character, thereby completing the unified concept of the corridor.

POSSIBLE REDEVELOPMENT SCHEME
INGLEHART STREET AREA

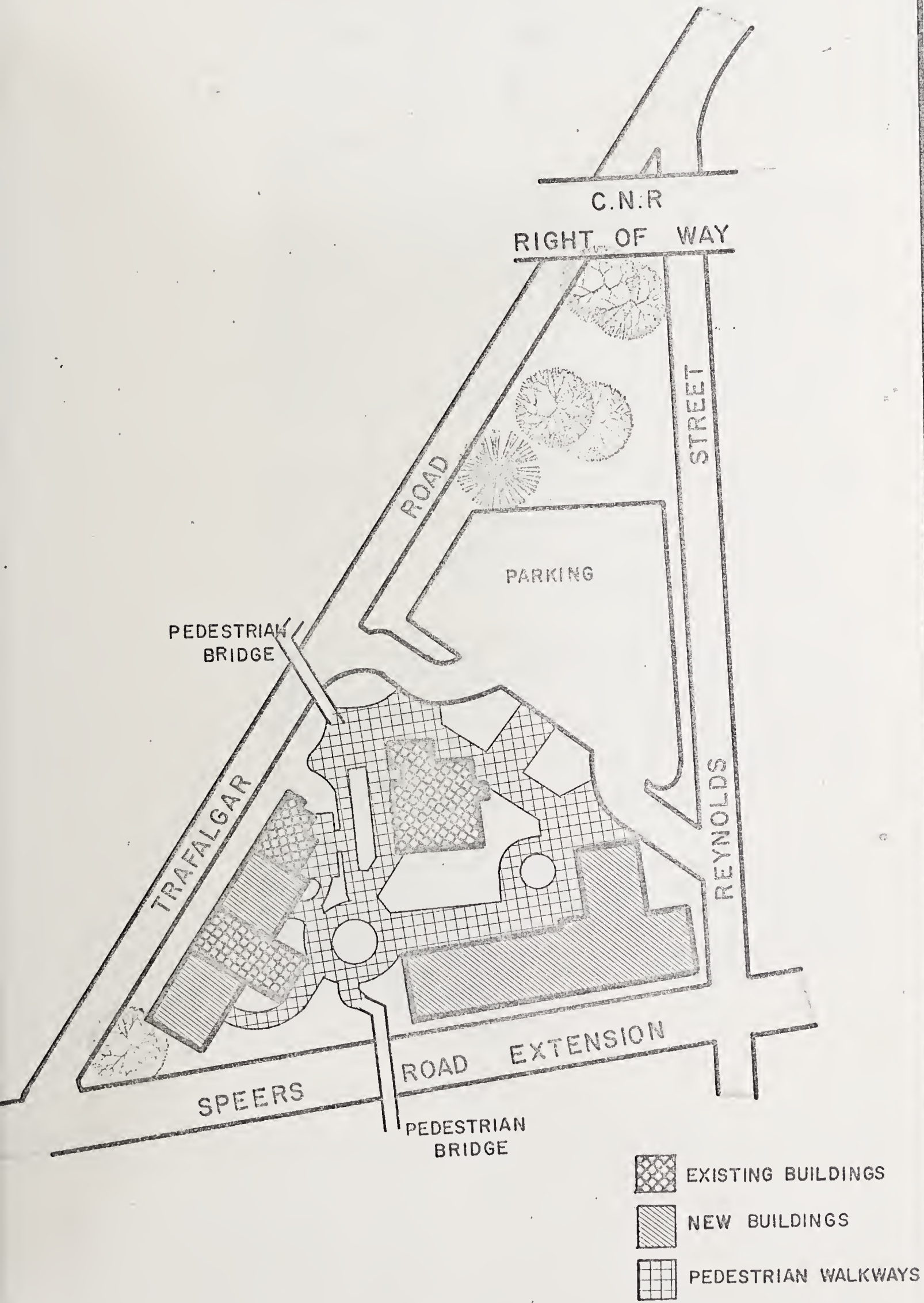


ENTRANCE TO
UNDERGROUND PARKING
AND COVERED DRIVE

OAKVILLE PLANNING BOARD

DATE:	NOV. 1968
SCALE:	1" = 100'
DRAWN BY:	S.E.Z.
DRWG NO. (FILED)	3163.4

POSSIBLE REHABILITATION SCHEME
FOR
INGLEHART STREET COMMERCIAL AREA



FILE: 3103.4
DATE: NOV.1968
SCALE: 1" = 100'
DRAWN BY: S.E.Z.

STAGE III - START 1985: OLD MILL ROAD HIGH-DENSITY
REDEVELOPMENT

ASSUMING THE SIXTEEN-MILE CREEK PARK SYSTEM
IS COMPLETE:

1. Amend Official Plan
2. Promote Land Assembly
3. Provide for Access

Implementation

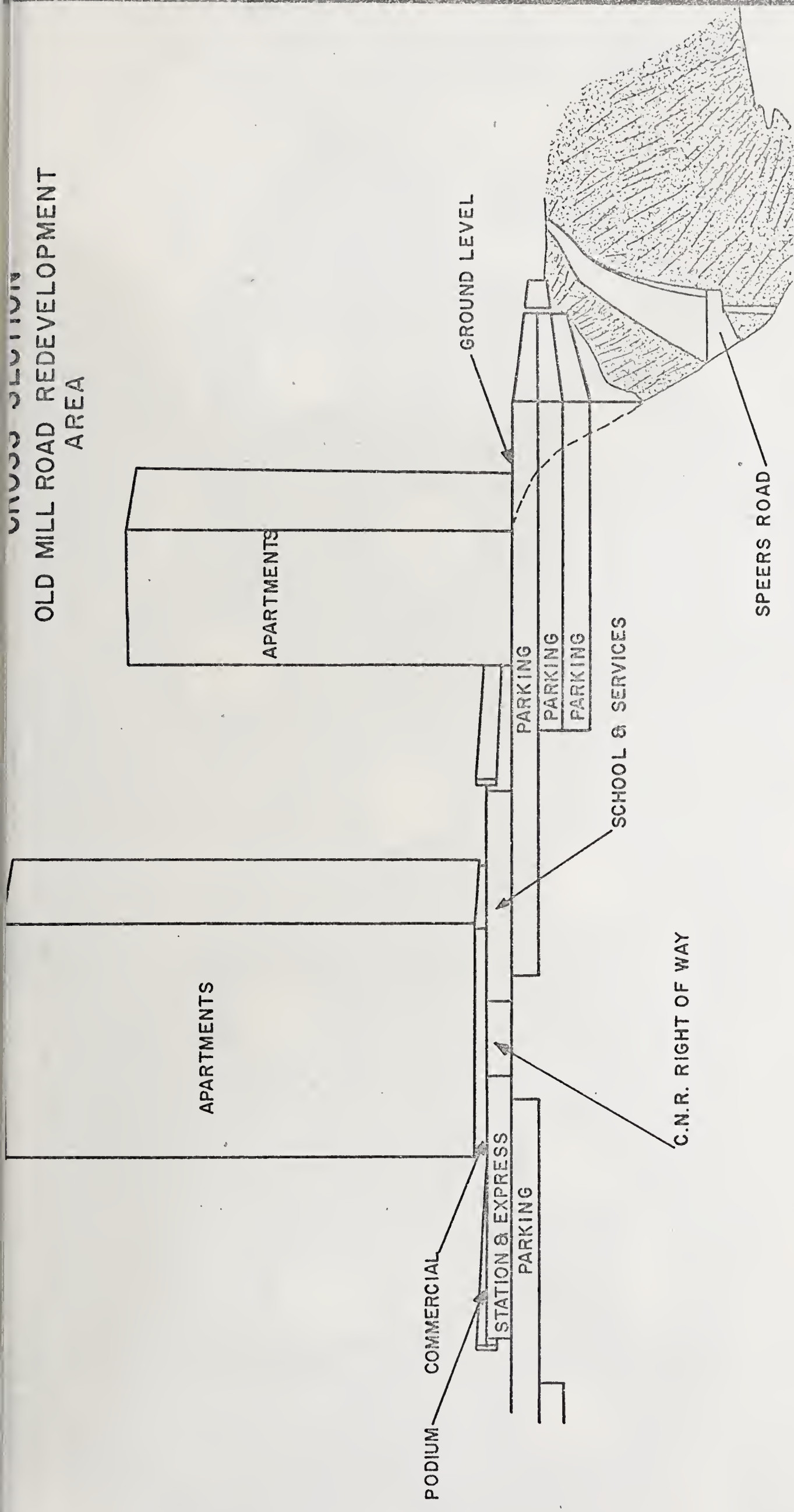
Prior to the construction of high-density development centered on G0, the completion of the Reynolds subway, and widening of Trafalgar Road and Reynolds Street to three lanes will be necessary. Long before this time, the Town should have completed the assembly and development of land for the 16-Mile Creek scheme. This improvement of the Sixteen is of the utmost importance, as it abuts the proposed high-density scheme on two sides and provides a large and necessary open space recreational area for the future inhabitants of the Old Mill Road area.

Section 1 above calls for the amendment of the Official Plan to permit the high density in this area. No zoning amendment should be made until the submission of a comprehensive scheme for the area by a developer. The Official Plan should make clear our intention that a single or at least very large assembly is essential.

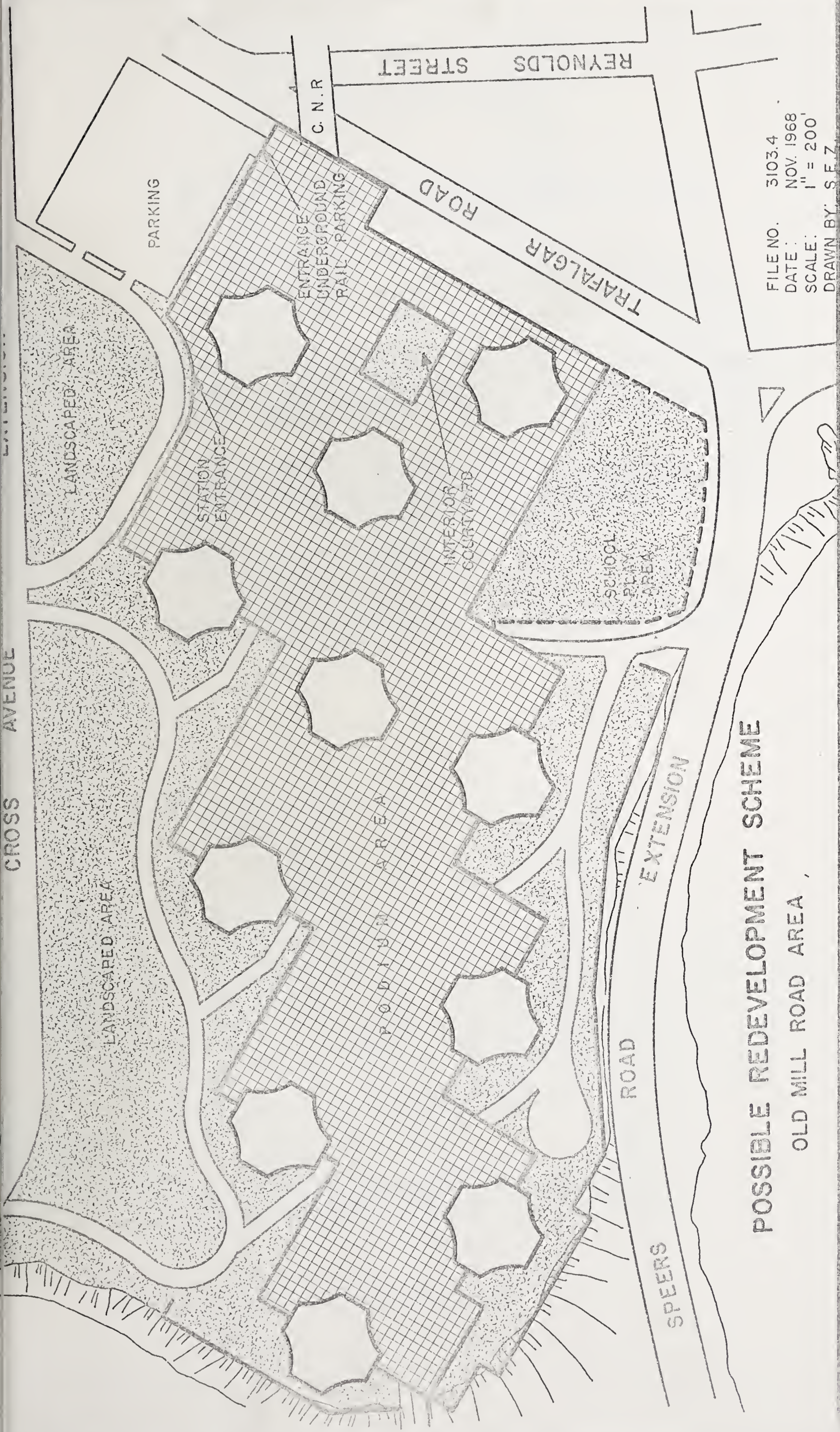
Section 2 above allows for planning control over the land assembly. This could be achieved by placing a limit on the minimum number of acres that could be developed. In this case, it would amount to at least 25 acres. In this way, the developer would profit by making it quite clear to hold-outs that the scheme is impossible and no increase in land values will be achieved unless the entire parcel is assembled.

Section 3 above refers not only to the subway and widening, but also to a planned system of traffic flow to and from the development. Access for the south side of the development will be onto Speers Road approximately 430' to the west of Trafalgar Road. Access to the north side of the development would be most practical, of course, from Cross Avenue.

CROSS SECTION OLD MILL ROAD REDEVELOPMENT AREA



OAKVILLE	PLANNING	BOARD
DATE:	NOV.1968	
SCALE:	NOT TO SCALE	
DRAWN BY:	S.E.Z.	
DRAWG.NO(FILE)	3103.4	



POSSIBLE REDEVELOPMENT SCHEME

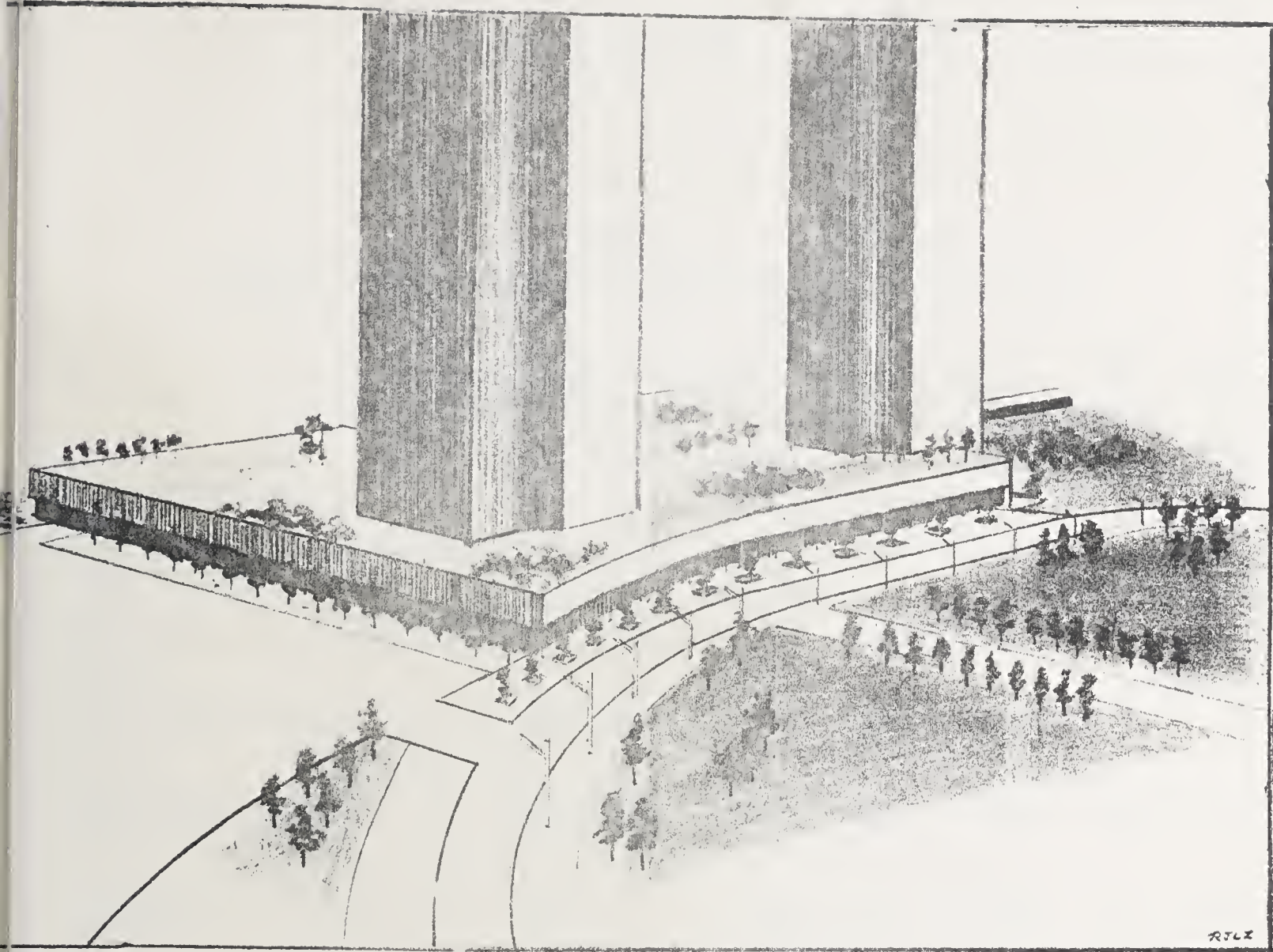
OLD MILL ROAD AREA

FILE NO. 3103.4
DATE: NOV. 1968
SCALE: 1" = 200'
DRAWN BY: S.F.Z

PART IV

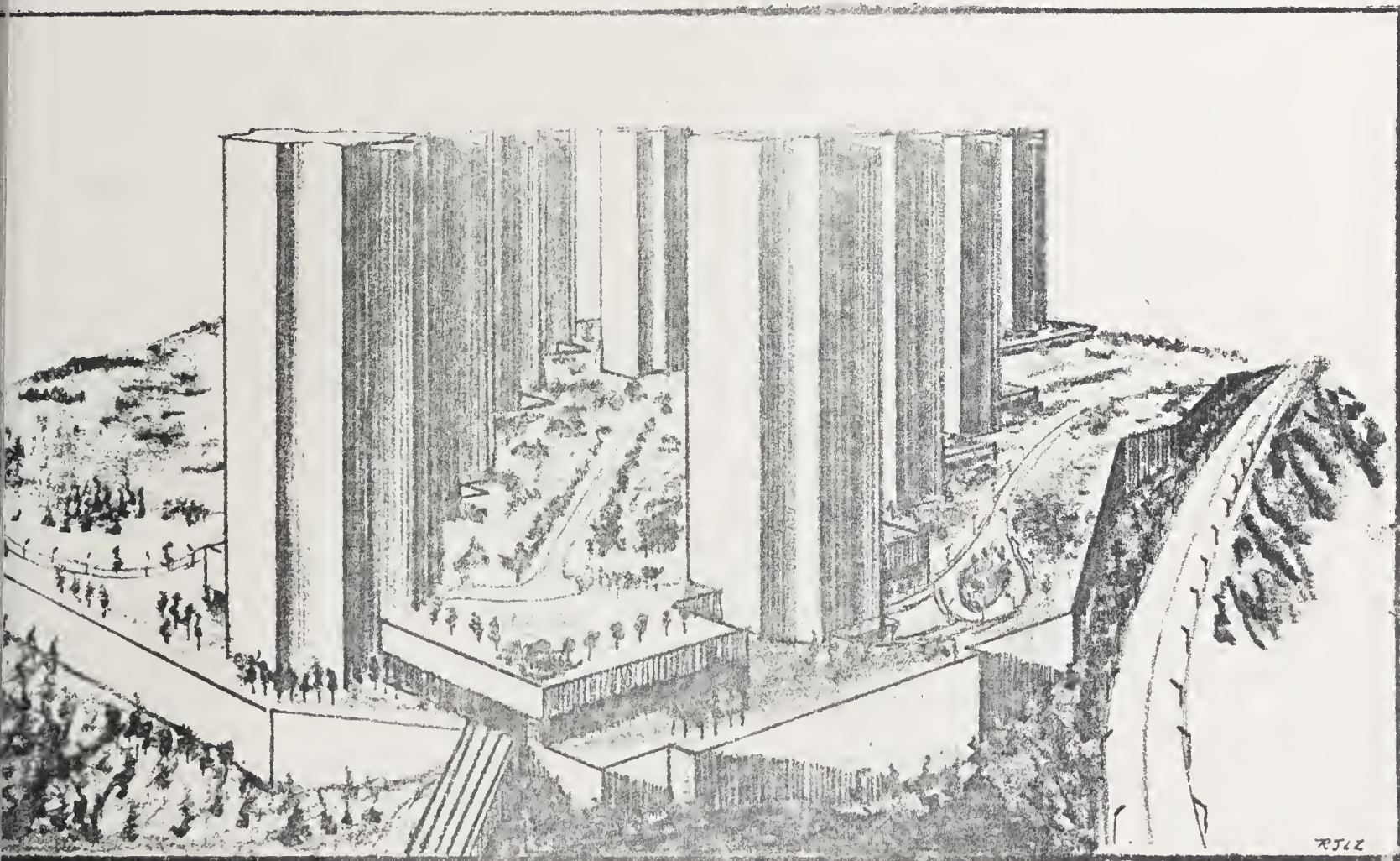
SUMMARY OF BASIC GOALS

1. The residential area south of Spruce and north of Palmer is a source of community identity and its character should be preserved.
2. Redevelopment of the old industrial area west of Trafalgar Road and of the block north of Spruce as residential would most likely reduce the pressure on the corridor for conversion to rentals.
3. The Inglehart commercial area north of Speers Road should be preserved and redeveloped. It would then serve the neighbourhood needs of the corridor to the south, the residential area to the east, and to some extent the apartments on Old Mill Road.
4. Present sewerage and water facilities for large-scale redevelopment anywhere in the corridor are not adequate; however, Engineering estimates that facilities will be ready for such development within 15 years.
5. Generally, the economic redevelopment of the area would require a high density, with very few properties accommodating medium or low densities. However, the average density requirement for the entire corridor *south* of the future Speers Road Extension would be only 65 units per acre.



OLD MILL ROAD REDEVELOPMENT SCHEME

View of station entrance area from northeast. Open area to the left is surface parking.



OLD MILL ROAD REDEVELOPMENT SCHEME

View from the west. Speers Road extension is to the right; Cross Avenue to the left.

TABLES

TABLE I

MINIMUM POSSIBLE REDEVELOPMENT COSTS AND DENSITIES

	<u>Approximate Actual Value</u>	<u>Total Acreage</u>	<u>Units Req'd</u>	<u>Total Persons</u>	<u>Units Per Acre</u>	<u>Persons Per Acre</u>
Old Mill Road Apartments	\$1,544,425.	30	1029	2572	34	85
Inglehart Street Apartments	551,031	5.37	367	918	68	171
Pine-Maple-Reynolds Block	443,850	4.80	295	738	61	154
Pine-Maple-Allan Block*	265 575	4.10	177	443	43	128
Trafalgar-Spruce- Macdonald	332,850	3.67	221	553	60	151
Trafalgar-Macdonald- Lawson	607,050	7.02	404	1010	56	144
Trafalgar-Lawson- Freestone*	526,425	5.24	350	875	67	167
Trafalgar-Freestone- Palmer	213,825	1.93	142	355	74	184
Part Block South of Wallace Park	134,775	1.39	---	---	--	---

*Minus existing apartments

1. Estimated values based on assessed value x 3, allowing \$1,500. per unit as developer's cost.

TABLE II
REDEVELOPMENT DENSITY FIGURES¹

(a) Old Mill Road Area

Number of Towers	11
Number of Units	2200
Units per Acre	73
Number of People	5500
Persons per acre	183
No. of School Children	660 ²
No. of Cars	2750
Parking Spaces	
(i) surface	visitors' only
(ii) underground	3300

(b) Inglehart Street Area

Number of Towers	4 or 5 (depending on number of developers involved)
Number of Units	450
Units per Acre	83.7
Number of People	1125
Persons per acre	209
No. of School Children	135 ²
No. of Cars	562
Parking Spaces	
(i) surface	visitors' only
(ii) underground	675

Sewerage facilities for both of the above schemes combined would need to allow for 3.65 cubic feet per second minimum.

An adequate water supply for the above redevelopment areas will be achieved with the expected construction of a major water main linked to the existing one on Queen Mary Drive. The new main will cross the Sixteen inside the proposed Speers-Cornwall bridge structure.

1 These figures are estimates for profitable redevelopment from the developer's point of view.

2 In calculating No. of School Children, a figure of 1.5 students per every 5 units was used. This figure allows for a slightly larger family size for apartment dwellers than is normally the case in Oakville.

TABLE III
RELEVANT GO TRANSIT STATISTICS FOR OAKVILLE*

1.	Average number of persons in user's household	3.80
2.	Type of Residence	
	(i) House (detached or semi-detached)	86.5%
	(ii) Duplex, Maisonette, Town House	1.6%
	(iii) Apartment	8.0%
3.	Length of Residence	
	(i) 3 - 10 years	47.1%
	(ii) over 10 years	26.7%
4.	Passenger Vehicles per Household	1.36
5.	Purpose of Inbound Trips on GO	
	(i) Work	77.0%
	(ii) School	11.9%
6.	Primary Mode of Regular Work Trip	
	(i) Auto-Driver	51.4%
	(ii) TO Transit	29.8%
7.	Access to and from GO Station	
	(i) 90.1% of all users reached the station in 10 minutes or less regardless of mode.	
	(ii) 77.3% of all walkers reached the station in 10 minutes or less	
	(iii) 97.4% of all those who <i>drove</i> reached the station in 10 minutes or less	
	(iv) 92.0% of all those <i>driven</i> reached the station in 10 minutes or less	
8.	97.5% of all users in the Oakville catchment area use the Oakville station.	
9.	Reasons stated for not using GO: (non-users only interviewed)	
	(i) Inconvenient to reach station	19.1%
	(ii) Need car for work	19.3%
	(iii) Prefer own car more convenient	18.7%
	(iv) Too expensive	14.9%
10.	Probable use of GO transit and feeder bus: (non-users only interviewed:	
	- No, would not use free bus	72.9%
11.	Occupation of GO Transit users	
	(i) Professional, Technician	31.4%
	(ii) Clerical, White Collar	17.4%
	(iii) Students	13.7%
12.	Income of GO Transit users:	
	- 36.4% over \$8,500. per year.	

*Source: GO Transit, 2nd Household Survey, May 1968.

TABLE IV

ESTIMATED COSTS TO TOWN OF RECOMMENDED SCHEME

Stage I: Reorientation south of Spruce Street

New sidewalk up west side of Reynolds St.	\$29,400.	1
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Stage II: Redevelopment and rehabilitation north of Spruce St.

New curbs and walkways around existing commercial	9,500.	2
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Speers Road Extension (Kerr to Chartwell) Town's share	2,750,000.	3
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Widening of Trafalgar Road and Reynolds St, plus construction of new subway	1,310,000.	4
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Stage III: Old Mill Road

The costs of connecting sewerage to the major trunk system which by that time will be feeding to the east treatment plant and will be able to handle the flow.

1 - Calculated from Engineer's estimate

2 - Ibid

3 - Damas & Smith

4 - Damas & Smith

TABLE V

POSSIBLE EFFECT ON THE NUMBER OF CARS PARKED AT GO STATION
WITH INTRODUCTION OF HIGH DENSITY IN INGLEHART AND OLD MILL
ROAD*

Year	Town Population per 1968 Forecast	Total GO Commuters	Cars Parked Without Development	Cars Parked With Development	Stating
1967	54,733	589	220	220	
1968	57,004	866	380	380	
1969	59,379	890	445	445	
1970	61,852	928	464	464	
1975	75,965	1,519	759	759	
1980	93,587	2,339	1,169	888	Inglehart St.
1985	115,426	3,462	1,732	1,043	Old Mill Road
1990	142,580	4,990	2,495	1,785	Old Mill Road

* Assumptions

- 6,625 persons in these developments would otherwise have lived elsewhere in Town.
- 50% of the people living in these 2 developments will use GO Transit, and would otherwise have been parking in the GO Transit parking lot.

*prepared by
R.J.L. Zsadanyi,
Jr. Planner.*

